

Downloaded by [University of California, San Diego] on 04/06/16. Copyright material. See <http://www.tandfonline.com/page/terms-and-conditions>

PRICE \$2½ PER MONTH

INFORMATION.

FOR NAGASAKI

THE Steamship

"HAVERTON"

Captain S. Windham, will be despatched for the above Port **TODAY**, the 20th instant, at noon.

For Freight or Passage, apply to
STUBBS & Co.,
Agents.

Hongkong, 25th July, 1884. [1839]

FOR SHANGHAI

THE Steamship

"YANGTSE,"

Captain F. Schurz, will be despatched for the above Port **TODAY**, the 26th instant, at four P.M.

For Freight or Passage, apply to
STUBBS & Co.,
Agents.

Hongkong, 25th July, 1884. [1400]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship.

"HECTOR."
 Captain Billings, will be despatched as above
 O-DAY, the 20th instant, at FORT P.M.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE Agents
 Hongkong, 20th July, 1894. (1230)

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
 Taking Cargo and Passengers at through rates
 for NINGBO, CHEFOO, NEWCHANG, TIENTSIN,
 HANKOW, and PORTS on the YANGTZE).
 THE Company's Steamship

"LAERTES."
 Captain Vane, will be despatched as above

RUTTERFIELD & SWIRE, Agents.
 Hongkong, 25th July, 1884.

**AUSTRO-HUNGARIAN LLOYD'S
 STEAM NAVIGATION COMPANY.**

**TEAM FOR SINGAPORE, PENANG,
 COLOMBO, BOMBAY, ADEN, SUEZ,
 PORT SAID, AND TRIESTE.**

Folding Cargo at through rates to CALCUTTA,
 PERSIAN GULF PORTS, ODessa, and the
 MEDITERRANEAN PORTS.

THE Company's Steamship

"PANDORA,"
 Captain G. Mettel, will be despatched as above

For further Particulars, apply to
MELCHIES & Co.,
Agents.
Hing-kong, 25th July, 1884. [1324]

"CASTLE" LINE OF STEAMERS.

FOR YOKOHAMA AND KIOGO.

The Steamship

"GORDON CASTLE"

Towell, Commander, expected here on or about
the 30th inst., will have immediate despatch or
the above Ports.

For Freight or Passage, apply to
MELCHIES & Co., Agents.

Hongkong, 25th July, 1884. [1403]

STEAM TO BOMBAY VIA STRAITS.
WHE P. & O. S. N. Co.'s Steamship

"KHIVA."

Will leave for the above place on SATURDAY
the 2nd August, at THREE P.M.

A. McIVER,
Superintendent.

Hongkong, 25th July, 1884. [1402]

TO LET
NO. 9, REMEDIOS TERRACE,
ARBUETHNOT ROAD. Rent moderate.

Receiver, A. A. DOS REMEDIOS, Deceased.
Hongkong, 26th July, 1884. [1404]

TO BE LET.
No. 27, ELGIN TERRACE.

No. 9, MOSQUE TERRACE.
OFFICES at No. 2, DUDDELL STREET.
HOUSES in SPRING GARDENS at Moderate
Rates.
GODOWNS, FLITCHER'S BUILDINGS.
GODOWNS, EAST and WEST POINTS.

Apply to
LINSTED & DAVIS.
Hongkong, 26th July, 1884. [1398]

**CHINA TRADERS' INSURANCE
COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

**THE EIGHTEENTH ORDINARY
MEETING OF SHAREHOLDERS** in
the above Company will be held at the Head
Office, Victoria, Hongkong, on **THURSDAY,**
the 31st instant at 4 O'CLOCK P.M. for the
purpose of presenting the Report of the Directors
and Statement of Accounts to 30th April
and of dealing with the business. **THE TRANS-
FER BOOKS** of the Company will be
CLOSED from the 18th to 31st instant, both
days inclusive.

W. H. RAY,
Secretary.
Hongkong, 10th July, 1884. [1800
KONGHONG, CANTON, AND MACAO
STEAMBOAT COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE THIRTY SIXTH ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, No. 52,
Queen's Road, on FRIDAY the 1st August
NEXT AT TWO O'CLOCK in the AFTERNOON for the
purpose of receiving a Report of the Directors

are a Dividend, and electing Directors and auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th instant to the 31st August, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Acting Secretary.

Hongkong, 12th July, 1884. [1815

**THE CHINA SUGAR REFINING
COMPANY, LIMITED.**

NOTICE.

THE TRANSFER BOOKS of the Com

ly to the 4th August, 1884, both days
clusive.

JARDINE, MATHESON & Co.
General Agents.
Hongkong, 18th July, 1884. [1351

THE LUZON SUGAR REFINING
COMPANY, LIMITED.

NOTICE

THE TRANSFER BOOKS of the Com-
pany will be CLOSED from the 21st
July to the 4th August, 1884, both days
clusive.

General Agents.
Hongkong, 16th July, 1864. [1352]

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J & R. TENNENT, Glasgow, and Messrs. DAVID COSSAN & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [20]

NOTICE.

A. S. WATSON AND CO.
FAMILY AND DISPENSING
CHEMISTS.
By Appointment to His Excellency the Governor and His Royal Highness the Duke of Edinburgh.
WHOLESALE AND RETAIL DRUGGISTS
PATENT MEDICINE VENDORS.
DRUGGISTS, SUNDRIES, AND
ERATED WATER MAKERS.
SHIPS' MEDICINE CHESTS REEQUIPPED
PASSENGER SHIPS SUPPLIED.

Notice.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. Watson and Co., or
HONGKONG DISPENSARY.

BEWARE OF IMITATIONS.
LEA AND PERDINS' SAUCE
The Original and Genuine.

WORCESTER'S SAUCE
The Original and Genuine.
Lea and Perrins' Sauce is a real sauce. Sold wholesale by the Proprietors, Messrs. Lea and Perrins, and by all Grocers and Retailers.

LEA AND PERDINS' SAUCE
Of Grocers and Chemists throughout the world.

NOTICES TO CORRESPONDENTS.
Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

DEATH.
On the 26th June, the infant son (Charles Henry) of Hermann Voston, Takow, aged 1 year and 4 months. Friends please accept this intimation. [1498]

The Daily Press.
HONGKONG, JULY 26th, 1896.

Though we hope most sincerely to see a pacific result of the negotiations which are about to be commenced between His Excellency M. Patenotre and Tame Kwo-chun, yet it is only too evident that on both sides distrust still prevails. A portion of the French Squadron is now in the river Min, and if there is a breakdown in the negotiations, it can hardly be doubted that Admiral Courbet will seize Foochow. We may perhaps be open to question as to whether Foochow is the best port for the French to occupy, but there can be no doubt that its seizure would cause much annoyance and embarrassment to the Peking Government. Apart from the fact that the port yields a good revenue—the Foreign Customs duties derived from it in 1895 amounted to Tls. 1,312,242—it is a prominent and tolerably central position, and its retention by a foreign Power for any long period would be calculated to seriously impair the prestige of the Chinese Government among the people, and weaken the reverence with which the Dragon Throne is regarded. While, however, the seizure of Foochow would be a blow to the Peking mandarins, it is a moot point whether the port is well selected for the purpose. Our Saigon contemporary, *Le Saignois*, is decidedly of opinion that Foochow is decidedly not a sufficient guarantee, and urges that the island of Hainan should be occupied as well. It goes on to say:—"Not only is Hainan a rich country, but it is in constant communication, by means of junks, with Annam, Cochinchina, and Tonquin. By its geographical position, moreover, it forms the indispensable complement of Tonquin. We would have there not only a most important station between China and Cochinchina and Tonquin, but a strong position over against Hongkong which would render us the absolute masters of the Tonquin Gulf. Every one knows, too, that Hainan is the refuge of the pirates who infest the rivers of Tonquin, and we can only efficiently protect the latter country by taking a strong position in the island of Hainan, which, under present circumstances, constitutes a permanent danger to our interests in Tonquin." There is a strong argument in this, from the French point of view, in favour of the occupation of Hainan, and it may be conceded that the island would form a valuable dependency. Moreover, Hainan could probably be taken and held with less trouble than a large port, the approaches to which are well fortified, and in which there is a dense population animated by deadly hostility to the invader. *Le Saignois*, however, proceeds to add:—"Let us not wait until we see China, out of breath to France, cede the island to some neighbouring nation, who wish for nothing better than to be allowed to take it." In this remark we cannot concur. China would not be likely to cede Hainan to any Western Power, even to Spain, France, and we are not aware of any Power having cast covetous eyes on the island. And if France occupied Hainan it is not likely that the Peking Government would agree to its permanent occupation, even for the sake of getting piracy put down in the Gulf of Tonquin. We trust, however, that there will be no fresh bid in the negotiations, but that they will speedily be brought to an amicable termination.

Turning over our file of *The Times* we came across, in a letter of the Shanghai correspondent, a reference to the new Viceroy of the Two Kwang, CHANG CHU-CHUN, which as you suggests the inquiry whether it was prudent to send such a man to Canton at a time when the anti-foreign feeling of the populace, always strong in running higher than usual. The new Viceroy is a man of great ability, but whether he will use his ability for good or evil is a question to which it would be rash to hazard an answer. His action in regard to the Livadia Treaty will be fresh in the minds of most of our readers, but his earlier career has probably slipped from the memory of a good many, as it had from our own until the letter appearing in the *Times* recalled it. The correspondent says:—"When quite a young man he made himself famous, or at least

notorious, by a general address to the throne, in which he urged that foreigners and their religions should be swept off the face of the land. The effect of it was to set up in the province of Szechuen, where he then held office, a series of anti-Christian riots, in the course of which a Catholic priest was murdered and numbers of native converts lost their lives. It was at the time of the discussion with England regarding the Yunnan tragedy of 1894, and he urged resistance to all demands of foreigners, whether on this or other grounds, and showed especial animosity to Christianity, the presence of which in the land he regarded as pestilence and an insult to the sacred doctrines of Confucius. Afterwards, when the dispute with Russia over the Livadia Treaty was pending, and the life of Ouyang How was trembling in the balance, he again came forward with a very able State paper on the side of uncompromising resistance. A few months ago he tendered his resignation to the Emperor on the Annam question, which was then war, but he coughed in more moderate and less popular terms than those he had previously used. Such a man to whom the foreigners in Canton will have to look for protection against the turbulent population who organised the riot of the 10th September last, being, however, that his ability and intelligence are generally admitted to be above the average, it may be expected that, even though he would willingly see his country revert to the arbitrament of arms in any crisis that may arise with foreign Governments, he will nevertheless see the wickedness and inexpediency of wanton attacks upon isolated communities of foreigners, or upon individuals. It is one thing openly to enter upon war with a country and another to attack individual subjects of that country. CHANG CHU-CHUN may be as bellicose as he has been represented to be, and yet be of too generous a nature to even secretly sympathise, as so many of the mandarins do, with mob violence. The result of his action while engaged in Szechuen is not reassuring, but with age comes wisdom, and it is to be hoped he will have the good sense to refrain from inciting the Canton mob by inflammatory proclamations or memorials.

The British steamer *Glenisla* went round to Aberdeen to be docked yesterday.

The F. & O. steamer *Clyde*, with the next English mail, left Singapore for Hongkong at 10 o'clock yesterday morning.

Messrs. Adamson, Bell & Co. inform us that the steamer *Gordon Castle*, from London, left Singapore yesterday for Hongkong.

We hear that new prizes are to be built for the purpose of the 1896 regatta, and that the new prizes are to be built for the purpose of the 1896 regatta, and that the new prizes are to be built for the purpose of the 1896 regatta.

An Australian telegram, dated the 3rd July, says that "England has agreed to assume a protectorate over New Guinea, the colonies jointly contributing £15,000 per annum towards the cost of maintaining a proper staff on the island."

It will be remembered that after the search party which took place on the 4th instant, a man named William H. Capel, who was shot and killed, was found to have been a member of the Chinese secret societies.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

The crew of the American ship *San Antonio*, which was wrecked off Hainan Head on the 13th ult., was put up to auction by Mr. J. M. Armstrong, and after a slight competition, knocked down for \$300. The cargo that was left at the auction was sold for \$80.

An affair occurred on board the British steamer *Chong-ching* yesterday morning between the crew of the ship and the Chinese crew. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Early yesterday morning a smart captain of the night No. 101, Hollywood road, was taken into a good deal of property damage. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Many are the sources of instruction and amusement offered by the Executive Council of the Health Exhibition, to the Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Rangel was called and bore out the statement made by Mr. Caldwell. He said he had received nothing whatever of the money, and he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

\$100 he pleaded a failure of consideration and as to the balance of \$20 that the consideration was illegal.

On the 20th of July, Mr. Danyu, a Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who were on board the ship, were ordered to leave the ship, and the British crew, who were on board the ship, were ordered to leave the ship.

Mr. Caldwell said that he had not seen the money since it was paid to him. The Chinese crew, who

The widow of the late Captain Webb, who lost his life in the Niagara Rapids, is now acting as cashier at the Wharf Road, P. O. Box 100, for the late Captain Webb's estate. Mr. Howard Paul contributed the following to the *American Register*: "I believe it is a well-known fact that the famous George Sand used to peruse the *Quarterly* Latin in masculine form, and I once saw Mrs. Henry Kumble, many years ago, beside a large country lane in an Eastern State dressed in masculine attire. In a general way, Miss Kumble, the author, the other day, and found her costume in an elegant suit of black velvet, a necktie, jacket, and vest, and a black hat. She was sitting at her desk working away at a story which is shortly to appear in a serial. Before she turned to greet me I thought it was a lady, possibly her secretary, who was bounding up the stairs. A glance at the beautiful face quickly placed me correct with the situation, and Miss Jay laughingly informed me that she usually wears female attire, but dressed as a boy, and accordingly quaint and picturesque as looked."

COMMERCIAL INTELLIGENCE.

On LONDON.—
Bank Bills on demand 3/8
Bank Bills at 30 days' sight 3/8
Bank Bills at 60 days' sight 3/8
Credits at 4 months' sight 3/8
Documentary Bills at 4 months' sight 3/8
On SAN FRANCISCO.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On HONGKONG.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On SHANGHAI.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8

On LONDON.—
Bank Bills on demand 3/8
Bank Bills at 30 days' sight 3/8
Bank Bills at 60 days' sight 3/8
Credits at 4 months' sight 3/8
Documentary Bills at 4 months' sight 3/8
On SAN FRANCISCO.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On HONGKONG.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On SHANGHAI.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8

On LONDON.—
Bank Bills on demand 3/8
Bank Bills at 30 days' sight 3/8
Bank Bills at 60 days' sight 3/8
Credits at 4 months' sight 3/8
Documentary Bills at 4 months' sight 3/8
On SAN FRANCISCO.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On HONGKONG.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On SHANGHAI.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8

On LONDON.—
Bank Bills on demand 3/8
Bank Bills at 30 days' sight 3/8
Bank Bills at 60 days' sight 3/8
Credits at 4 months' sight 3/8
Documentary Bills at 4 months' sight 3/8
On SAN FRANCISCO.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On HONGKONG.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On SHANGHAI.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8

On LONDON.—
Bank Bills on demand 3/8
Bank Bills at 30 days' sight 3/8
Bank Bills at 60 days' sight 3/8
Credits at 4 months' sight 3/8
Documentary Bills at 4 months' sight 3/8
On SAN FRANCISCO.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On HONGKONG.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On SHANGHAI.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8

On LONDON.—
Bank Bills on demand 3/8
Bank Bills at 30 days' sight 3/8
Bank Bills at 60 days' sight 3/8
Credits at 4 months' sight 3/8
Documentary Bills at 4 months' sight 3/8
On SAN FRANCISCO.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On HONGKONG.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On SHANGHAI.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8

On LONDON.—
Bank Bills on demand 3/8
Bank Bills at 30 days' sight 3/8
Bank Bills at 60 days' sight 3/8
Credits at 4 months' sight 3/8
Documentary Bills at 4 months' sight 3/8
On SAN FRANCISCO.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On HONGKONG.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On SHANGHAI.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8

On LONDON.—
Bank Bills on demand 3/8
Bank Bills at 30 days' sight 3/8
Bank Bills at 60 days' sight 3/8
Credits at 4 months' sight 3/8
Documentary Bills at 4 months' sight 3/8
On SAN FRANCISCO.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On HONGKONG.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On SHANGHAI.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8

On LONDON.—
Bank Bills on demand 3/8
Bank Bills at 30 days' sight 3/8
Bank Bills at 60 days' sight 3/8
Credits at 4 months' sight 3/8
Documentary Bills at 4 months' sight 3/8
On SAN FRANCISCO.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On HONGKONG.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On SHANGHAI.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8

On LONDON.—
Bank Bills on demand 3/8
Bank Bills at 30 days' sight 3/8
Bank Bills at 60 days' sight 3/8
Credits at 4 months' sight 3/8
Documentary Bills at 4 months' sight 3/8
On SAN FRANCISCO.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On HONGKONG.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On SHANGHAI.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8

On LONDON.—
Bank Bills on demand 3/8
Bank Bills at 30 days' sight 3/8
Bank Bills at 60 days' sight 3/8
Credits at 4 months' sight 3/8
Documentary Bills at 4 months' sight 3/8
On SAN FRANCISCO.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On HONGKONG.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On SHANGHAI.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8

On LONDON.—
Bank Bills on demand 3/8
Bank Bills at 30 days' sight 3/8
Bank Bills at 60 days' sight 3/8
Credits at 4 months' sight 3/8
Documentary Bills at 4 months' sight 3/8
On SAN FRANCISCO.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On HONGKONG.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On SHANGHAI.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8

On LONDON.—
Bank Bills on demand 3/8
Bank Bills at 30 days' sight 3/8
Bank Bills at 60 days' sight 3/8
Credits at 4 months' sight 3/8
Documentary Bills at 4 months' sight 3/8
On SAN FRANCISCO.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On HONGKONG.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On SHANGHAI.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8

On LONDON.—
Bank Bills on demand 3/8
Bank Bills at 30 days' sight 3/8
Bank Bills at 60 days' sight 3/8
Credits at 4 months' sight 3/8
Documentary Bills at 4 months' sight 3/8
On SAN FRANCISCO.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On HONGKONG.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On SHANGHAI.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8

On LONDON.—
Bank Bills on demand 3/8
Bank Bills at 30 days' sight 3/8
Bank Bills at 60 days' sight 3/8
Credits at 4 months' sight 3/8
Documentary Bills at 4 months' sight 3/8
On SAN FRANCISCO.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On HONGKONG.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On SHANGHAI.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8

On LONDON.—
Bank Bills on demand 3/8
Bank Bills at 30 days' sight 3/8
Bank Bills at 60 days' sight 3/8
Credits at 4 months' sight 3/8
Documentary Bills at 4 months' sight 3/8
On SAN FRANCISCO.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On HONGKONG.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On SHANGHAI.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8

On LONDON.—
Bank Bills on demand 3/8
Bank Bills at 30 days' sight 3/8
Bank Bills at 60 days' sight 3/8
Credits at 4 months' sight 3/8
Documentary Bills at 4 months' sight 3/8
On SAN FRANCISCO.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On HONGKONG.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On SHANGHAI.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8

On LONDON.—
Bank Bills on demand 3/8
Bank Bills at 30 days' sight 3/8
Bank Bills at 60 days' sight 3/8
Credits at 4 months' sight 3/8
Documentary Bills at 4 months' sight 3/8
On SAN FRANCISCO.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On HONGKONG.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On SHANGHAI.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8

On LONDON.—
Bank Bills on demand 3/8
Bank Bills at 30 days' sight 3/8
Bank Bills at 60 days' sight 3/8
Credits at 4 months' sight 3/8
Documentary Bills at 4 months' sight 3/8
On SAN FRANCISCO.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On HONGKONG.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8
On SHANGHAI.—
Bank Bills on demand 4/8
Credits at 4 months' sight 4/8

INSURANCES.

NEW YORK LIFE INSURANCE COMPANY.
LIFE ASSURANCE ONLY.
Policies made; all profits belong to Policyholders and are paid to them annually.
ANNUAL STATEMENT FOR YEAR ENDING 31st DECEMBER, 1883.
Accumulated Funds \$1,379,944
Surplus over all liabilities \$2,130,385
Income for year 1883 \$2,717,680
C. SEITON LINDSAY,
Department of the East,
HARLEY, DALRYMPLE & CO.,
Agents, Hongkong.

THE MANHATTAN LIFE INSURANCE COMPANY.
156 & 153 BROADWAY, NEW YORK.

POINTS FOR AN INSUREE TO CONSIDER.
AN ORDINARY LIFE INSURANCE Policy provides an estate for your dependants after your death, free from the claims of creditors.
AN ORDINARY ENDOWMENT Policy provides for death, and also for one's advancing years, but at a heavy outlay.
THE MANHATTAN'S NEW PLAN offers both advantages combined in one, and at a very much reduced cost.

This new policy is superior to ordinary Life Insurance, because you need not "die to win." It is a policy of insurance, because it insures your life, and because the results are not estimated, but are fixed in a positive contract.
1st.—Because after three years there is no forfeiture of PAYMENTS on discontinuance of the policy, a cash or paid-up value being guaranteed by the New York Life Insurance Company, and the advantages of this new form of insurance, and are largely increasing in value.
The annual deposit is practically SAVED, while it secures the needed insurance during a designated period.

POSITIVE RESULTS.
Of a POLICY OF THE MANHATTAN LIFE INSURANCE COMPANY, on the NEW PLAN.
Ages, 30; Amount of Policy, \$10,000.
TERM 20 YEARS.
The Annual Premium will be \$301.80
The 20th year's amount to \$5,000.00
At the end of that time the Company will return to the holder in cash \$5,700.00
Thus the \$10,000 Insurance will have been secured at the net cost of \$938.00
or \$1.65 for \$1,000 Insurance per year.
If the Cash is not drawn the \$10,000.00 will become paid up for \$10,000.00.
That results in not only a return of the full value of the policy, but also the full value of the cash on hand, and the full value of the policy after three years.

Cash or Paid up Value being Guaranteed by the Terms of the New York Life Insurance Company, and also on the 10 and 15 year plans, write or apply at the Office.
PUSTAU & Co., General Agents for Hongkong and China.

IMPERIAL FIRE INSURANCE COMPANY.
The Underwritten, Agents for the above Company, are prepared to ACCEPT RISKS on FIRE to the extent of \$50,000, at current rates.
FIRST-CLASS RISK.
RATES ON FIRE POLICIES REDUCED TO 1 PER CENT. FOR THE ASSURED FROM THIS DATE.
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 10th May, 1884.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.
The Underwritten, as Agents for the above Company, are prepared to ACCEPT RISKS on FIRE to the extent of \$50,000, at current rates.
FIRST-CLASS RISK.
RATES ON FIRE POLICIES REDUCED TO 1 PER CENT. FOR THE ASSURED FROM THIS DATE.
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 10th May, 1884.

THE STRAITS FIRE INSURANCE COMPANY, LIMITED.
The Underwritten, Agents for the above Company, are prepared to ACCEPT RISKS on FIRE to the extent of \$50,000, at current rates.
FIRST-CLASS RISK.
RATES ON FIRE POLICIES REDUCED TO 1 PER CENT. FOR THE ASSURED FROM THIS DATE.
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 10th May, 1884.

THE MAN ON INSURANCE COMPANY, LIMITED.
The Underwritten, Agents for the above Company, are prepared to ACCEPT RISKS on FIRE to the extent of \$50,000, at current rates.
FIRST-CLASS RISK.
RATES ON FIRE POLICIES REDUCED TO 1 PER CENT. FOR THE ASSURED FROM THIS DATE.
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 10th May, 1884.

THE STRAITS FIRE INSURANCE COMPANY, LIMITED.
The Underwritten, Agents for the above Company, are prepared to ACCEPT RISKS on FIRE to the extent of \$50,000, at current rates.
FIRST-CLASS RISK.
RATES ON FIRE POLICIES REDUCED TO 1 PER CENT. FOR THE ASSURED FROM THIS DATE.
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 10th May, 1884.

THE STRAITS FIRE INSURANCE COMPANY, LIMITED.
The Underwritten, Agents for the above Company, are prepared to ACCEPT RISKS on FIRE to the extent of \$50,000, at current rates.
FIRST-CLASS RISK.
RATES ON FIRE POLICIES REDUCED TO 1 PER CENT. FOR THE ASSURED FROM THIS DATE.
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 10th May, 1884.

THE STRAITS FIRE INSURANCE COMPANY, LIMITED.
The Underwritten, Agents for the above Company, are prepared to ACCEPT RISKS on FIRE to the extent of \$50,000, at current rates.
FIRST-CLASS RISK.
RATES ON FIRE POLICIES REDUCED TO 1 PER CENT. FOR THE ASSURED FROM THIS DATE.
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 10th May, 1884.

THE STRAITS FIRE INSURANCE COMPANY, LIMITED.
The Underwritten, Agents for the above Company, are prepared to ACCEPT RISKS on FIRE to the extent of \$50,000, at current rates.
FIRST-CLASS RISK.
RATES ON FIRE POLICIES REDUCED TO 1 PER CENT. FOR THE ASSURED FROM THIS DATE.
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 10th May, 1884.

THE STRAITS FIRE INSURANCE COMPANY, LIMITED.
The Underwritten, Agents for the above Company, are prepared to ACCEPT RISKS on FIRE to the extent of \$50,000, at current rates.
FIRST-CLASS RISK.
RATES ON FIRE POLICIES REDUCED TO 1 PER CENT. FOR THE ASSURED FROM THIS DATE.
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 10th May, 1884.

THE STRAITS FIRE INSURANCE COMPANY, LIMITED.
The Underwritten, Agents for the above Company, are prepared to ACCEPT RISKS on FIRE to the extent of \$50,000, at current rates.
FIRST-CLASS RISK.
RATES ON FIRE POLICIES REDUCED TO 1 PER CENT. FOR THE ASSURED FROM THIS DATE.
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 10th May, 1884.

THE STRAITS FIRE INSURANCE COMPANY, LIMITED.
The Underwritten, Agents for the above Company, are prepared to ACCEPT RISKS on FIRE to the extent of \$50,000, at current rates.
FIRST-CLASS RISK.
RATES ON FIRE POLICIES REDUCED TO 1 PER CENT. FOR THE ASSURED FROM THIS DATE.
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 10th May, 1884.

THE STRAITS FIRE INSURANCE COMPANY, LIMITED.
The Underwritten, Agents for the above Company, are prepared to ACCEPT RISKS on FIRE to the extent of \$50,000, at current rates.
FIRST-CLASS RISK.
RATES ON FIRE POLICIES REDUCED TO 1 PER CENT. FOR THE ASSURED FROM THIS DATE.
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 10th May, 1884.

THE STRAITS FIRE INSURANCE COMPANY, LIMITED.
The Underwritten, Agents for the above Company, are prepared to ACCEPT RISKS on FIRE to the extent of \$50,000, at current rates.
FIRST-CLASS RISK.
RATES ON FIRE POLICIES REDUCED TO 1 PER CENT. FOR THE ASSURED FROM THIS DATE.
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 10th May, 1884.

THE STRAITS FIRE INSURANCE COMPANY, LIMITED.
The Underwritten, Agents for the above Company, are prepared to ACCEPT RISKS on FIRE to the extent of \$50,000, at current rates.
FIRST-CLASS RISK.
RATES ON FIRE POLICIES REDUCED TO 1 PER CENT. FOR THE ASSURED FROM THIS DATE.
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 10th May, 1884.

THE STRAITS FIRE INSURANCE COMPANY, LIMITED.
The Underwritten, Agents for the above Company, are prepared to ACCEPT RISKS on FIRE to the extent of \$50,000, at current rates.
FIRST-CLASS RISK.
RATES ON FIRE POLICIES REDUCED TO 1 PER CENT. FOR THE ASSURED FROM THIS DATE.
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 10th May, 1884.

THE STRAITS FIRE INSURANCE COMPANY, LIMITED.
The Underwritten, Agents for the above Company, are prepared to ACCEPT RISKS on FIRE to the extent of \$50,000, at current rates.
FIRST-CLASS RISK.
RATES ON FIRE POLICIES REDUCED TO 1 PER CENT. FOR THE ASSURED FROM THIS DATE.
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 10th May, 1884.

THE STRAITS FIRE INSURANCE COMPANY, LIMITED.
The Underwritten, Agents for the above Company, are prepared to ACCEPT RISKS on FIRE to the extent of \$50,000, at current rates.
FIRST-CLASS RISK.
RATES ON FIRE POLICIES REDUCED TO 1 PER CENT. FOR THE ASSURED FROM THIS DATE.
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 10th May, 1884.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO
ANTWERP & LONDON	Ferona (str.)	Paalman		Stamson & Co.
LONDON AND HAMBURG	West Australia	Thomson		Stamson & Co.
LONDON AND HAMBURG	Marie Louise	Thomson	Hongkong	Carlawitz & Co.
LONDON AND HAMBURG	Breschinsky (str.)	Thomson		Adamson, P. & O.
LONDON AND HAMBURG	Glencoe (str.)	W. G. Andrews	Hongkong	Butcherfield & Swire
LONDON AND HAMBURG	Glencoe (str.)	Billings	Hongkong	Butcherfield & Swire
LONDON AND HAMBURG	Hector (str.)	Maskell	Hongkong	Jardine, N. & Co.
LONDON AND HAMBURG	El Capitan	Sorell		Russell & Co.
LONDON AND HAMBURG	Exochord	Husby	Hongkong	Adamson, P. & O.
LONDON AND HAMBURG	Honamara	Lane		Russell & Co.
LONDON AND HAMBURG	City of Tokio (str.)	Savcoe	Hongkong	P. M. S. & Co.
LONDON AND HAMBURG	London	T. B. Irvine	Hongkong	Russell & Co.
LONDON AND HAMBURG	Manacato (ac.)	S. G. Graham	Hongkong	Arnold, H. & Co.
LONDON AND HAMBURG	Timor (str.)	Peters		Guth, Livings & Co.
LONDON AND HAMBURG	Changchow (str.)	Young		Butcherfield & Swire
LONDON AND HAMBURG	Kashgar (str.)	G. Sturk	Hongkong	Mechers & Co.
LONDON AND HAMBURG	Khiva (str.)			P. & O. S.
LONDON AND HAMBURG	Thibet (str.)			P. & O. S.
LONDON AND HAMBURG	Alfonsstadt (str.)	Byers		Russell & Co.
LONDON AND HAMBURG	Geordie Gladie (str.)	S. Windham	Hongkong	Adamson, P. & O.
LONDON AND HAMBURG	Haverton (str.)	H. Pieske	Hongkong	Siemens & Co.
LONDON AND HAMBURG	Madras (str.)			Lowndes & Co.
LONDON AND HAMBURG	Clyde (str.)			P. & O. S.
LONDON AND HAMBURG	Yangtze (str.)	F. Schult	Hongkong	Siemens & Co.
LONDON AND HAMBURG	Scot	Goossens	Hongkong	Butcherfield & Swire
LONDON AND HAMBURG	Goossens	Goossens	Hongkong	Dunn, H. & Co.
LONDON AND HAMBURG	Kennet (str.)	Sudraan		Douglas L. & Co.
LONDON AND HAMBURG	Namoh (str.)	Pitman	Hongkong	Douglas L. & Co.

